

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 29 July 1953

SUBJECT Capacity of Railroad Lines and Stations
in the Cottbus Railroad District

NO. OF PAGES 4

25X1 PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

25X1 THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U. S. CODE, AS AMENDED, ITS TRANSMISSION OR REVE-
ALATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

The following information describes the capacity of railroad lines and
stations in the Cottbus railroad district, as of 1 May 1953:

1. Cottbus - Guben - Frankfurt/Oder Railroad Line.

- a. Guben - Cottbus Section. Except for a stretch from Kaltenborn to Guben, this line section is being operated single-track. The double tracking of the whole line has been declared an urgent project for 1954. A total of 60 trains may operate on this line section in each direction within a 24-hour period. However, due to poor operational conditions at the railroad stations between Guben and Cottbus this theoretical line capacity cannot be reached. At the Feitz-Ost railroad station, switches are still operated by hand and no mechanical safety installations are available. Freight traffic between Frankfurt/Oder and Cottbus is handled in the form of directional traffic; i.e. traffic from Frankfurt/Oder to Cottbus is directed via Grunow, and traffic from Cottbus to Frankfurt/Oder via Guben. 1
- b. Guben Railroad Station. No hump is available. The eastern portion of the station exclusively serves transit traffic to Poland. Shunting operations are delayed by inadequate signal and safety installations. The railroad station is not capable of coping with large volume of traffic. Five or six scheduled trains daily operate from Guben to Poland and vice versa. 2
- c. Cottbus Railroad Station. The station is equipped with three humps, the North Hump being the most important of them. The East Hump is seldom in use because its switches must still be operated manually. The Southwest Hump is almost useless for the making-up of trains because it has been reconstructed in such a poor way that its utilization would cause intolerable delays in marshaling operations. Cottbus railroad station is scheduled to handle 1,500 railroad cars daily. This target is usually exceeded by 400 to 500 cars. However, this excessive utilization of the obsolete station facilities causes operational difficulties, which involve delays for trains operating through Cottbus. For shortage of rails, the planned improvement of the station has been delayed indefinitely.

CLASSIFICATION SECRET

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION									
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI										

25X1

25X1

25X1

SECRET/

25X1

- d. Guben - Frankfurt/Oder Line Sector. The theoretical capacity of this double-track line section is 78 trains in each direction within a 24-hour period. However, the actual line capacity is below this volume of traffic, because the Guben - Cottbus line section is still single-track and because of inadequate technical facilities at the Guben and Cottbus railroad stations. It is nevertheless planned to increase the capacity of the Guben - Frankfurt/Oder line to 110 trains per day in each direction with regard to the Foundry Combine East near Fuerstenberg on the Oder River. ³

2. Falkenberg - Cottbus Line.

Since the end of April 1953, the line has been operated double-track. The present theoretical line capacity is 78 trains in each direction during a 24-hour period. However, this capacity cannot be fully exploited because of inadequate technical facilities at the Falkenberg and Cottbus railroad stations. ⁴

3. Grossenhain - Ruhland - Senftenberg - Cottbus Railroad Line.

- a. Grossenhain - Ruhland Sector. This single-track line section mainly handles the coal produced in the Senftenberg brown coal mining district. The theoretical line capacity is 46 trains in both directions within a 24-hour period. The main function of this line is to ease the traffic strain on the Grossenhain - Dobrilugk - Kirchhain trunk line, particularly in the event of technical failures and traffic jams.
- b. Ruhland Railroad Station. The station was dismantled in 1945. Only the absolutely necessary classification and shunting sidings were reconstructed. No hump is available.
- c. Ruhland - Senftenberg Line Sector. This single-track line sections ends in the Senftenberg brown coal mining district. For this reason its theoretical line capacity has been fixed at a total of 72 trains daily. However, this quota cannot be fulfilled because of the much smaller capacity of the Grossenhain - Ruhland line sector. ⁵
- d. Senftenberg Railroad Station. The station is the largest shunting station in the Cottbus railroad district. Its theoretical capacity has been fixed at 2,800 cars daily. This capacity is usually exceeded by 400 to 500 cars with disastrous effects on the time schedules of freight trains operating from or through Senftenberg. Of the two humps available at the installation, the South Hump is used for the making-up of trains bound to Berlin and to the north, while the North Hump serves trains bound to the south. Not all of the tracks have been reconstructed since 1945. Delays in the making-up of trains are daily occurrence.
- e. Senftenberg - Cottbus Line Sector. This single-track line section exclusively serves coal traffic; it has a theoretical capacity of 31 trains in each direction during a 24-hour period. ⁶

4. Horka - Hoverswerda - Ruhland - Elsterwerda - Biehla - Falkenberg Railroad Line.

- a. Horka - Hoverswerda Line Sector. This single-track line section is of little importance. It mainly serves transit traffic to Poland. The line has a theoretical capacity of 50 trains, which, however, is not reached owing to the small volume of traffic to be handled. ⁶
- b. Horka Railroad Station. The only function of this station is to handle transit traffic to and from Poland, which is at a level of eight trains daily in each direction. ⁷

25X1

SECRET/

25X1

SECRET

25X1

-3-

- c. Hoyerswerda - Ruhland Line Sector. The single-track line section has a theoretical capacity of 52 trains daily. However, this capacity cannot be fully utilized because of inadequate passing sidings and crossing facilities. ⁶
- d. Hoyerswerda Railroad Station. This station, which is mainly used for the making-up of coal trains, has a theoretical capacity of 1,400 cars, which, however, is daily exceeded by 200 to 300 cars. Most of the coal handled comes from the Schwarzkolln - Lautawerk area.
- e. Ruhland - Elsterwerda / Biehla Line Sector. Since April 1953, this line section has been operated double-track. Its theoretical capacity has been fixed at 90 trains in each direction during a 24-hour period. However, this capacity cannot be exploited to the full since the railroad stations of this line and the adjacent line sections have a much smaller capacity. ⁸
- f. Elsterwerda/Biehla Railroad Station. Shunting facilities at this installation are very poor. The hump has not yet been put in operation again because the safety devices required are still missing. If the Ruhland - Elsterwerda line section manages to handle 60 trains per day the Elsterwerda station is jammed and trains must be parked at auxiliary stations.
- g. Elsterwerda/Biehla - Falkenberg Line Sector. The theoretical capacity of this line section is 60 trains, but the capacity which can actually be reached is about 40 trains. Falkenberg railroad station has not yet been reconstructed. ⁹
- 5. Grossenhain - Elsterwerda - Dobrilugk - Kirchhain - Wuensdorf Railroad Line.
 - a. Grossenhain - Elsterwerda Sector. The theoretical capacity of the single-track line has been fixed at 60 trains. Traffic to be handled is below the actual capacity of the line. ¹⁰
 - b. Elsterwerda - Dobrilugk - Kirchhain Sector. This single-track line has a capacity of 70 trains. Actual traffic to be handled is far below this capacity. ¹⁰
 - c. Dobrilugk - Kirchhain - Wuensdorf Sector. Only four pairs of freight trains in addition to some passenger trains operate on this single-track line, which has a theoretical capacity of 60 trains. ¹¹
- 6. Arnsdorf - Kamenz - Senftenberg - Luebbenau - Brand Railroad Line.
 - a. Arnsdorf - Kamenz Sector. The single-track line section, which has one steep grade, has a capacity of 50 trains, in accordance with traffic actually handled.
 - b. Kamenz - Senftenberg Sector. The single-track line sector has a capacity of 62 trains within a 24-hour period. Actual traffic handled is on the same level.
 - c. Senftenberg - Luebbenau Sector. The theoretical capacity of this line sector is 50 trains, a capacity which is usually reached by actual traffic to be handled. However, delays of trains and operational disturbances occur frequently, because the actual capacity of the line is nearer the 40-train level. ¹²
 - d. Luebbenau - Brand Sector. The theoretical capacity of the line section has been fixed at 80 trains. With regard to safety and signal installations available, this target has been fixed too high. Almost all trains operate with delays. ¹²
- 7. Frankfurt/Oder - Garmow - Cottbus Line.

There is a heavy strain on this line, which has a theoretical capacity of 50 trains. Actually, about 60 trains are handled. Passing sidings and crossing facilities are inadequate for the status of the railroad line which handles the bulk of freight traffic to the USSR and Poland. ¹³

25X1

SECRET

25X1

SECRET

25X1

-4-

- 25X1 1. [] Comment. The double tracking of this line sector was included in the 1952 railroad construction program. However, because of a shortage of rails, work on the double tracking of this line has not been started yet.
- 25X1 2. [] Comment. The stated capacity of this station agrees with information on the volume of border traffic. To some extent, Guben is also used for Soviet transit traffic through Poland, mainly for grain exports to East Germany, and also for recruit shipments and the movement of discharged soldiers to the USSR.
- 25X1 3. [] Comment. The dismantled second track was relaid by February 1952.
- 25X1 4. [] Comment. Information on the double tracking of this line sector was transmitted previously. [] 25X1
- 25X1 5. [] Comment. The second track of the Cottbus-Senftenberg-Ruhland line was dismantled. Its reconstruction is not planned for 1953.
- 25X1 6. [] Comment. The second track on the Horka-Hoyerswerda-Ruhland line was dismantled. Indications of its reconstruction have not been reported.
- 25X1 7. [] Comment. At a conference between East German and Polish railroad representatives it was laid down that eight scheduled trains and one optional train were to be dispatched daily in each direction. [] 25X1
- 25X1 8. [] Comment. Information on the double tracking of this line was transmitted previously. []
- 25X1 9. [] Comment. The reconstruction of the second track on this line section was included in the 1953 railroad construction program. However, construction work has not yet been started.
- 25X1 10. [] Comment. The second track of the Grossenhain-Dobrilugk-Kirchheim railroad line was dismantled. No information has been obtained on its planned reconstruction.
- 25X1 11. [] Comment. The second track of this line section was dismantled. The reconstruction of the second track between Dobrilugk-Kirchheim and Uckro was included in the 1953 railroad construction program. However, work on the project has not yet been started.
- 25X1 12. [] Comment. This line sector is part of the Cottbus - Berlin line, the second track of which was dismantled. No information is available on its planned reconstruction.
- 25X1 13. [] Comment. The line is single-track and runs parallel to the Frankfurt/Oder - Guben - Cottbus line, which is double track between Frankfurt/Oder and Guben.

25X1

SECRET